

SECTION II. RECOMMENDATIONS

This section lists core and supporting recommendations that will establish a world-class bicycle transportation system in the District of Columbia. The recommendations are listed in the three goal areas: Goal 1, Facilities, Goal 2, Policies, and Goal 3, Education, Promotion, and Enforcement.

The strategies below will increase bicyclist safety and security while improving the connectivity and accessibility of destinations and activity centers within the District of Columbia and adjacent jurisdictions.

Goal 1: More and Better Bicycle Facilities

Facilities are the physical improvements to the city's bicycle infrastructure such as trails, bike lanes, bike route signs and bicycle parking.

Core Recommendations

Recommendation 1.1. Improve and expand the bike route system and provide functional and distinctive signs for the system.



DDOT will post bike route signs along key bike network routes. These bicycle routes will have signs posted frequently and have arrows that show every turn clearly. The signs will have sub-plates showing the direction and distance to significant destinations on and near the route. This plan calls for 150 miles of signed bicycle routes (see enclosed map).

DDOT will conduct a field inventory of the signs on an annual basis and replace missing and damaged signs.

Recommendation 1.2. Provide bike facilities on roadways.

The District's existing system of bike lanes and bike routes will be expanded to create a comprehensive, interconnected network of bicycle facilities. Bicycle facilities will be improved and maintained whenever streets are repaved or reconstructed. Special attention should be given to accommodating bicycles on streets that are designated as a part of the Bicycle Route Network.



DDOT will provide on-road bicycle facilities such as bike lanes, wide outside lanes, and on-road separated bike facilities. Roadway striping and geometric improvements will be made when streets are repaved. DDOT will publicize these bicycle improvements. This plan calls for 60 miles of bicycle lanes over the next 10 years (see enclosed map).

Recommendation 1.3. Complete ongoing trail development and improvement projects.

The District will build and maintain a high-quality system of shared-use paths. DDOT will continue to play a lead role in the development of two new trails that will fill major gaps in the District and regional trail systems (see Map 4. Trail Map):

- Metropolitan Branch Trail
- Anacostia Riverwalk and Trail



DDOT and NPS are planning a new trail along the Anacostia River

Completion of these projects will bring multi-use trails to Northeast and Southeast DC, areas of the city that are currently underserved by trails. These trails will also connect the city to extensive suburban trail networks in Prince George's and Montgomery counties. DDOT will continue to work with DPR, WMATA, NPS, Maryland-National Capital Park and Planning Commission (MNCPPC), Maryland DOT, and community-organizations to ensure that these trail systems realize their full potential.

DDOT will also improve existing DC and NPS trails. Projects planned and underway include such trails as Watts Branch, Oxon Run, and Rock Creek trails. This plan calls for building or improving 90 miles of trails.

Recommendation 1.4. Improve bridge access for bicyclists.

Access to many of the Potomac and Anacostia River Bridges is difficult and will be improved. Since most bridge access points are on NPS land, DDOT should work with NPS to provide these

connections. Space for bicyclists must be provided on street and highway bridge structures and in the roadway corridors under the structures. Where the bridge replacement project impacts other roadways, bicycle access must be provided on these roadways. Top priority bridge access improvements include the following (see Map 5. Bridge Access Improvements Map):

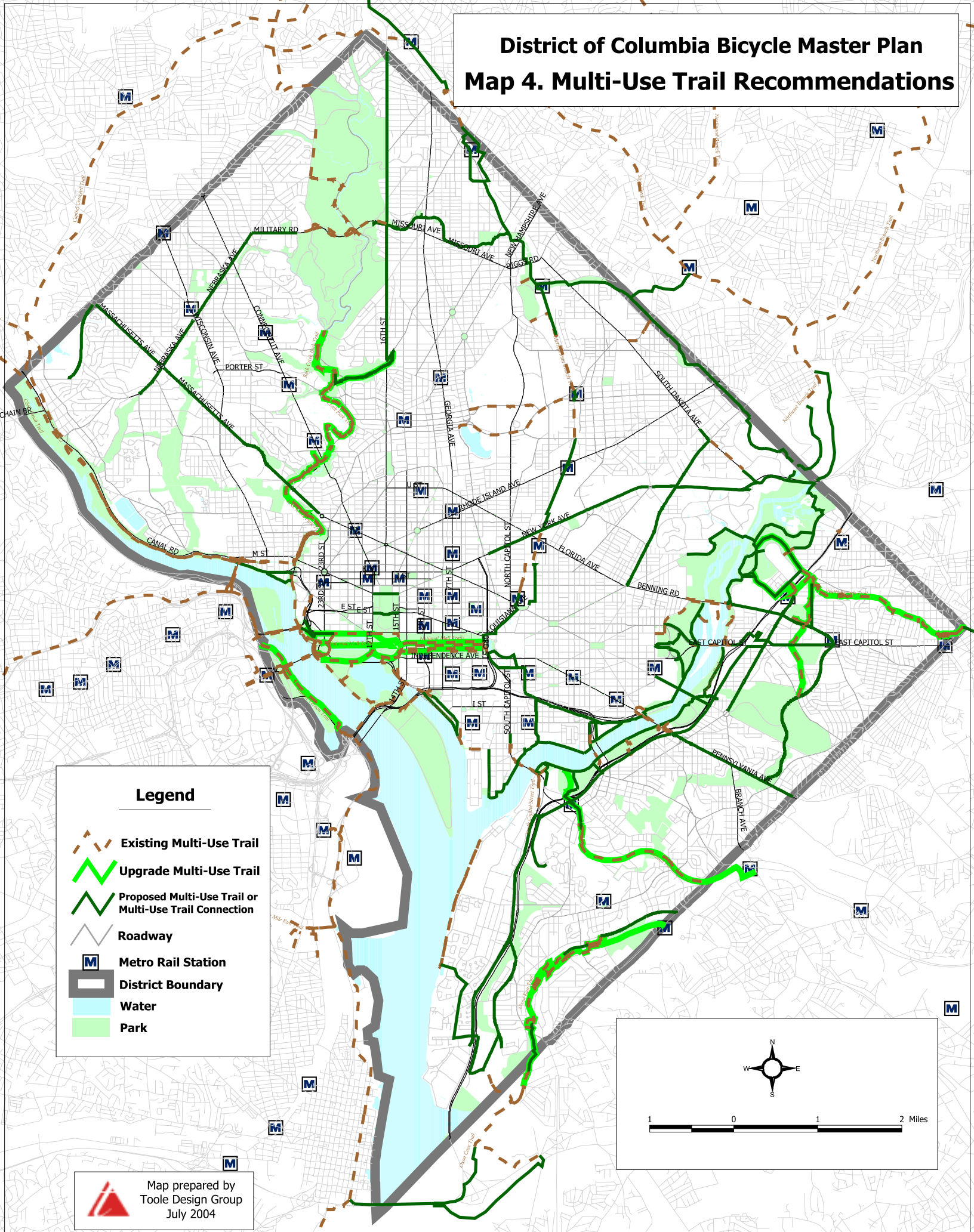


The Benning Road Bridge was improved with wider sidewalks for bicyclists and pedestrians.

- Roosevelt Bridge from the Kennedy Center area and Virginia
- Memorial Bridge from both sides of the Potomac River
- 14th Street Bridge from L'Enfant Plaza and the Mall
- East Capitol Street Bridge from Anacostia.
- Benning Road bridge over the railroad and freeway east of the Anacostia River
- 11th Street Bridge from Anacostia and Capitol Hill
- South Capitol Street Bridge from Anacostia and Capitol Hill
- Designated bicycle space on the Military Road Bridge through Rock Creek Park
- Access to and designated bicycle space on bridges in the Michigan Avenue/Irving Street area

District of Columbia Bicycle Master Plan

Map 4. Multi-Use Trail Recommendations



District of Columbia Bicycle Master Plan

Map 5. Bridge Access Improvements

